

## TELESCOPED!

### Horrible Railway Accident at Jackson.

#### Twelve Killed and Twenty Injured.

#### They Were World's Fair Excursionists

#### Who Had Stopped for Breakfast.

#### Given Time to Eat, None to Die.

#### The Shock Came Like Lightning

#### Many Were Crushed Instantly.

#### Pitiable Scenes Mid Dead and Dying.

#### Jackson Turned Into a Hospital.

#### Eyewitnesses Tell the Awful Story.

#### How the Catastrophe Happened.

JACKSON, Mich., Oct. 13.—The second greatest accident in the history of the Michigan Central railroad occurred here this morning, within 100 yards of the place where, almost fourteen years ago to a day, the Pacific express crashed into a freight engine in October, 1879, and eighteen persons were killed. To-day's disaster has so far a record of twelve dead, five probably fatally injured and fifteen others more or less seriously hurt. At 8:49 this morning an excursion train, originating at Owego, New York, which had been turned over by the Delaware, Lackawanna & Western to the Michigan Central at Buffalo, was standing on the track at Jackson station, when a second special, also laden with excursionists from the east, crashed into it from the rear and telescoped the three last cars of the Owego special. Many of the passengers of this latter train had been out for breakfast, some had returned and were in the coaches. Others were at the station platform. When the second special came into the yards, and in sight of the station under check. When within a few hundred feet of the standing train, Engineer William Whelan of the second special, put on the brakes, but found, to his alarm, that they did not work.

**Crashed Into the Rear Coach.**  
The speed of the train did not diminish, and, reversing his engine, Engineer Whelan and his fireman, Joseph P. Kibbling, jumped from the locomotive. The train kept on, and in full view of the several hundred persons in and about the station, dashed into the rear coach of the first train, passing nearly to the other end. There were eight cars in the train, all New York Central cars, one of which was put in at a station on the Canadian Southern division to replace one disabled. The cars are much lighter than those on the Michigan Central, and the seventh and sixth cars from the first engine were completely telescoped, the one being fitted into the other snugly. The fifth car was overturned and lay across a sidetrack about fifty feet east of the depot. The Michigan Central car was next, and it was badly smashed at both ends, the platform being carried away and the windows all smashed. The passengers in this car were few, and none of them were seriously injured. It was in the sixth, seventh and eighth cars where the slaughter took place, and not a single occupant of either of these cars appears to have escaped death or injury.

**Devastating Collision.**  
The force of the train was about fifteen miles an hour when it struck the rear end of the special. The force of the impact shattered the top of the rear coach entirely loose from the body of the coach. It went hurtling through the air ahead like a huge battering ram, tearing the life from the inmates of the cars. The loss of life in the rear car was slight, nearly all the casualties being in the telescoped one. The top of the first car was jammed the whole length of the head end, and the seats and interior were ground to splinters. To look at it as it stood on the track after the accident, it was hard to believe any person could escape alive from such a death trap. Not a person injured in the wreck but was more or less hurt about the legs and feet. This may be by reason of the fact seats and crushed iron work under

the cars. The wreck was removed from the track within two hours.

#### KILLED AND INJURED.

##### Long List of the Unfortunate Victims of the Wreck.

The officers of the road gave out the following list of the killed and injured, killed:  
Mrs. CHARLES STARR, Elmira, N. Y.  
Miss MARGIE McMASTER, Penn Yan, New York.  
Miss HARRIET BRIDGES, Pine City, New York.  
JOHN HOPKINS, Saratoga, New York.  
Mrs. J. A. BRADSHAW, East Canton, Pennsylvania.  
Miss J. H. KEMMER, Hammondport, New York.  
Mrs. LLOYD WOODBURY, Bath, N. Y.  
JAMES WOODBURY, Bath, N. Y.  
Mrs. D. G. GIBBS, Wheeler, New York.  
Infant child of Mrs. Anson Harrington, Elmira, New York.  
Two not yet identified. Of these one is a dark skinned man with a flowing grey beard, about sixty years of age. There are no means of identifying him. The other is woman of 35 years, with dark hair and a sorrowful expression, having some show of beard on her upper lip. She wears a wedding ring on the fourth finger of the right hand. The

man is terribly crushed about the head and face, but the features are discernible. The unknown man and woman, dead at the morgue, have not a scratch to identify them. But some of the passengers say that they believe that their names were Jack and they were husband and wife. They were taken out together and seemed to have been sitting in one seat.  
The man and woman classed as unknown have been identified. Mr. and Mrs. Gilmore, Morris Run, Pennsylvania.  
**Who the Injured Are.**  
Mrs. G. W. Graham, New York.  
Mrs. M. W. Graham, East Springfield, New York. Injuries not known.  
Mrs. M. Keys, Canton, Pennsylvania. Face badly scratched.  
Mrs. Alice Harris, Canton, Pennsylvania. Injured internally and recovery doubtful.  
Mrs. Mary Wakefield, Elmira, New York. Face cut badly and is badly bruised.  
Mrs. E. A. Dolmentch, Elmira, slightly injured.  
Mrs. J. M. Anderson, Marsh Run, Pennsylvania. Badly cut about the head and face.  
Mrs. Blanche Beardslee, Canton, Pennsylvania. Badly cut about the face, one leg is hurt and the doctor thinks her skull is fractured.  
Mrs. Alfred Searles, Elmira, injured internally.  
Mrs. C. W. Fay, Elmira, badly bruised and scratched.  
Mrs. Frank Frazer, Elmira, New York. Leg fractured, and otherwise bruised, ankle and leg broken and injured internally.  
Miss Laura Fay, slightly injured.  
W. R. Humphrey, Chenango Lake, New York. Left arm broken twice and his right hand cut.  
Miss Maud Batley, Canton, Pennsylvania. Injured about back and internally, which will probably prove fatal.  
Miss Kate Halsey, Morris Run, Pennsylvania. Bruises on body, but not seriously injured.  
Johnanna Healey, badly injured, right arm being crushed and both legs broken; recovery is doubtful.  
Mrs. T. Donovan, Morris Run, Pennsylvania. Chest bruised and hip injured.  
Mrs. Harrington, Elmira, New York. Leg fractured, and otherwise bruised, ankle and leg broken and injured internally.  
Miss Sarah A. Keeler, Hammondport, New York. Leg broken and injured internally.  
Frank Frazer, Columbia Crossroads, Pennsylvania. Badly scratched.  
Mrs. Herbert Gardner, Horseheads, New York. Head bruised.  
In addition to these Robert Walsh, a trainman was seriously injured.  
William Phillips of Saginaw was hurt internally. L. R. Ainsworth of Elmira, New York, had his legs hurt. John Beardslee of Canton, Pennsylvania, whose daughter is so badly hurt that she may die, was crushed about the body, and Mrs. C. W. Fay of Elmira and Laura Fay, her daughter, were cut about the head.

A Detroit newsboy named George Sells was struck by the boiler of the locomotive and slightly injured. Engineer Whelan of the colliding train had one of his legs broken, but he will not die.  
At a late hour tonight all the injured in today's wreck on the Central are reported as resting easily, with no prospects of deaths in the cases of any of them.

#### HORRIBLE SCENES.

##### The Air Bore With the Shrieks of Tortured Victims.

The scene that followed the collision was horrible in the extreme. In a moment the air was filled with the shrieks of the dying. Dead and mangled bodies could be seen in the debris. The people on the platform and from the surrounding streets rushed in every direction to give what help could be afforded. Physicians were on the scene almost instantly and the work of removing the dead and injured was facilitated by the presence of the ambulance corps. The Michigan Central car being a wrecking station on the line, a wrecking train was speedily at hand. The dead were conveyed to the local undertaking rooms and the injured to hotels and to city hospitals where the division surgeon of the railway, Dr. Gilman and two private, Fathers Maloney and Eusey, took charge of the work of attending to the injured. While the bodies were being

taken out from under the debris there were heartrending scenes.  
George Searles of Elmira, New York, and Darwin Gibbs of Wheeler, New York, and Lloyd Woodbury of Bath, New York, had left their wives sitting together in the coach, while they stepped out to smoke during the stop. The three women were killed. Mr. Woodbury's father, James Woodbury, who had been out on the track, the moment he appreciated that the incoming train was on the same track as the Owego special, jumped on the platform to warn the women to jump. He had not time to warn them before he was ground up in the debris and killed. In the under-taking room lay the body of a 2-year-old baby for hours unheeded. It was finally located as the child of Mrs. Anson Harrington of Elmira, New York, who lay two miles away in the hospital with injuries from which she is recovering. There were scores of other cases where traveling companions and relatives were separated and some killed or injured seriously.  
A stalwart, bronzed young farmer sat beside the body of his young wife. Her head is gone. In his strength he said not a word, but his frame trembled with a depth of grief that is almost insupportable. Some of the wounded are in pitiable circumstances, cut almost to pieces, with

death waiting to seize them in a few hours at most. Little children cried for parents who will never speak to them again.  
The city hospital is the scene of terrible suffering. Here Dr. Gilman and a corps of assistants are in charge. A sad and pitiable scene is being enacted. She lies on a stretcher in one of the lower rooms, shrieking in the most agonizing manner. Both legs are broken near the ankle, her arm is broken above the elbow, and she is terribly injured about the head. Her recovery is doubtful.  
She left her home at Morris Run, Pa., yesterday. Near by lies Mrs. Anson Harrington of Elmira, N. Y., with her right leg broken below the knee and her body terribly bruised. Near her lies her husband, and in another room lies a woman, who is also badly injured. Though in awful agony, she constantly asks for the child and no one has the courage to tell that it will never again respond to her voice.  
Many of the incidents beggar word painting. A man and wife who were on their wedding trip, died in each other's arms. Another old gentleman sought in vain among the crowd for his wife. At last he found her among the dead, with her head almost severed from her body. He fell at her side and also died with her name, "Mary," on his lips. A mother was found dead with her blood splattered over her living 6-month-old infant.  
Darwin Gibbs of Wheeler, Steuben county, New York, was a heroic old gentleman of 80. He was a sturdy of frame, but his eyes were with tears as he sat in the room of the undertaker and told about his loss.  
"I just got down for a minute," he said, "to walk a few steps while the train stood still. The smashup came a moment later. Poor Harriet lies in there dead. She was crushed to pieces. Poor wife! I hope she suffered no pain."  
Chas. J. Pollay of Watkins Glen, N. Y., could not find his sister. He was on the ground when the disaster came upon the passengers. His sister's name is Helen Pollay and her residence is Binghamton, N. Y. There is little doubt but she is among the injured, who have been taken to private hospitals.

Among the horrible sights that flashed on the vision was a woman carrying a dead baby by the hair around the neck, and weeping and moaning and weeping with all the appearance of a raving maniac. She was taken care of by the police, and the head which she carried was sent to police headquarters.  
A lady from the east, whose name could not be learned, jumped from a window as the crash came and ran away from the wreck and has not been seen since.

#### ESCAPES AND EXPERIENCES.

##### How Brakeman Walsh Was Saved.

Brakeman Robert Walsh of section No. 1 had a most miraculous escape. He had finished trying the air brakes on the first section and was walking to the rear of his train, a distance of only half a car length. He said he would have touched the bell rope to start when he got on the platform, but fate was against him. As he turned around to go into the car he looked up and saw the engine of the second section almost on top of him. It struck the car and he was only saved by the fact that both the engine and car had raised up, leaving him safe underneath. He realized his position in an instant, and gathering himself up, ran out just as the engine fell on the track and plunged on through the car ahead, the car being thrown entirely overboard, just missing him. His arm was injured.

Twenty minutes for breakfast, but only a moment in which to die, was the horrible significant statement of Lloyd Woodbury of Bath, New York, a passenger on the first section of the ill-fated world's fair excursion train. He stated to the United Press correspondent that he stood on the steps of one of the wrecked coaches smoking a cigar with a companion. He looked back and saw the second section approaching. He supposed, of course, it would turn off on one of the switches, but as it neared his section he realized the terrible situation. Rushing into the car where his wife and father, James Woodbury, were seated, he called to them to rush out. Before they could do so the horrible

crash came and his wife and father were hurled into eternity. His companion, who had been smoking with him, had entered the car a moment before and was thrown out with the dead. Had the wreck come one minute later Mr. Woodbury would undoubtedly have been among the dead he intended going into the car where his attention was called to the approaching second section.  
A gateman in the Michigan Central yards here tells of the air escape of a woman and her little child. They were in a car that was so completely telescoped and were among the first to be extricated from the wreckage. Every stitch of clothing had been torn from the child's body, but it had not received a scratch. The mother was also uninjured, save for a cut on one of her arms.  
Dr. J. M. Crawford of Leoni was driving to the depot with a lady who had been visiting at his home and had just turned the corner of Railroad street to Vanhook's, the train struck, and he saw the car thrown about in confusion, and immediately after the crash heard a loud explosion. The doctor gave the life to the lady and ran to the grounds, being the first physician to arrive. "It seemed an age," said the doctor, "before any one came to help me. I first pulled out an old gentleman who was dead,

and aided in getting out six more of the dead. It was a fearful sight, and the cries and groans of the injured were horrible."  
**CAUSE OF THE WRECK.**  
The Air Brake Failed to Work When the Engineer Applied It.  
The officials of the road were on the scene as soon as the special could carry them from Detroit and State Railroad Commissioner Billings also arrived before noon. So far as explained, the accident was not due to a misplaced switch. Engineer Whelan, who lives here, was running the last section. He says: "I saw the signal in the yard and had the engine in hand as I thought, but when I came down near the train, which was still, my air brake would not work, and I ran into the coaches. The failure of the air brake made it impossible to stop. I never had such an experience before."  
The division superintendent says he found the engine reversed, thus corroborating the engineer. President Ledyard was on the scene and he makes the following report to General Superintendent Miller at Detroit:  
"Robert Miller, General Superintendent of the D. L. & W. excursion train was standing at Jackson for breakfast, the semaphore signal protecting it. This train was followed by a New York Central excursion train. The engineer of the second train tried to back at Jackson Junction and they worked all right. When he saw the semaphore set against him he put on his brakes, but they failed to work. He then called for brakes and the conductor tried the automatic brake on one of the coaches and that also failed to work. The New York Central excursion train ran into the D. L. & W. telescoping two coaches, killing twelve people, injuring five seriously and fifteen not very seriously. Will send you list of killed and injured as soon as possible to give to the colonel."  
H. E. LEDYARD.

#### OFFICIAL STATEMENT.

##### Account of the Wreck Made by Railway Officials.

DETROIT, Mich., Oct. 13.—The following statement is made to the United Press by General Superintendent Robert Miller as to the disaster at Jackson:  
"It is utterly impossible for me to understand how it happened. The more I think of it, the more mystified I am. Now, for instance, here is the statement of the superintendent to the effect that the engineer tried his brakes at Jackson Junction. That is in accordance with rule 77 of our regulations governing the running of trains. Jackson Junction is only a mile from the station and he, therefore, must have found his brakes all right only a few minutes before the accident."  
"According to this same report, and it is supported to some extent, he found out that his brakes would not hold when within a quarter of a mile of the train he smashed. He at once reversed his engine and notified the conductor by whistle that his air was not working. The conductor then tried the air on the train and neither was it good. I presume the conductor then made an effort to use the hand brakes, but possibly before anything could be done, the crash came."  
"Now, here is the odd thing. If the air was all right at the junction I can not understand what could have happened to the pumps. It is something unheard of for the pumps to give out in this manner, but supposing the air, by some manner, could have been cut off between the train and engine, then the conductors' brakes would have worked automatically, but, according to the reports, the conductor was as helpless as the engineer. There seems to be no doubt but that he tried and that something gave way at that unfortunate time."  
"In the midst of the greatest passenger traffic in the history of the Michigan Central the accident comes. That possibly makes natural your question as to whether or not the train had been over-worked. They have not been. We never permit that. If a man says that he is too tired to work we will not permit him to go out. We have no need of overworking our men. While the passenger business has been very heavy, the freight traffic has been light

and we have had plenty of men. They have been busy, but not worked down. The train dispatcher was not running the sections of the train too close for safety. The first section of the train, got into Jackson at 8:24 while the second section did not get to Grand Lake, ten miles this side, until 8:32. The highest point on the Michigan Central is at Francisco, just this side of Grand Lake, and trains slide from the summit towards Jackson at a high rate of speed. The second section ran the ten miles in thirteen minutes, the collision occurring at 8:49. Ordinarily the train should have been creeping along where the wreck occurred, and if it were going much faster it was only because it was unmanageable."

The Michigan Central had been handling an immense excursion business in connection with the world's fair, and great care had been taken to see that trains were safely handled. The railroad officials say that engineers usually apply the airbrakes within two train lengths of the place where they intend to stop. An emergency stop can be made in one train length when the brakes work all right. This morning nine specials from the east went through before the ill-fated train. Only a few weeks ago an order was sent out forbidding any train from leaving a station

about the station even the crossing of officers was not great enough to keep off the relic hunters who crowded about like so many birds of prey.  
A group of Salvation Army girls stood on a pile of debris and preached and sang from the awful text before them of the words of the Lord: "The dead are called to come. Their words fell upon deaf ears."  
President Ledyard and Attorney Henry Russell of Detroit went to Jackson as soon as they heard of the wreck and will see that there is a full and complete investigation.

A coroner's jury was impaneled yesterday afternoon and an inquest will begin at 9 o'clock Monday. The crews of both trains have been subpoenaed to give evidence.

S. J. Reid of Dearborn, Mich., was conductor of the first train, and Orrin N. Webb of Detroit, of the second train, which came into collision with it.

The groans of the dying and the cries of pain from the injured were heard a block away, and many women in the neighborhood fainted dead away.

Business was almost wholly suspended in the city for a while, and everyone lent a hand in rescuing the unfortunates and caring for the dead.

The sheriff of Jackson county and the police officers took possession of the effects of the dead to hold them for their friends.

When the locomotive struck the coaches a shriek went up from the passengers which was heard four blocks away.

The horror of the accident of 1879 was vividly recalled and citizens discussed the two, recalling a similarity of scenes.

The noise of the crash was heard far up town, and in a few minutes the railroad yard was packed with citizens.

"Lord, have mercy on my poor soul," cried one poor fellow whose life was fast ebbing away.

"Lord, Jesus, care for Tommy," expostulated a young woman with a babe at her breast.

#### HE SAW THE WRECK.

##### A Grand Rapids Man Was One of the Rescuees.

JACKSON, Mich., Oct. 12.—[Special.]—Samuel J. Robinson of Grand Rapids, baggageman on the Michigan Central running between this city and Grand Rapids, was one of the first to arrive on the spot after the accident happened. He worked nearly all day in assisting to remove the dead and wounded. To a correspondent for the Herald, he told the following story: "When the crash came I was sitting in my boarding house looking out of the window at the engine of the first section. The remainder of the train was obscured by the depot. I was not more 100 yards away. I heard the second section pulling into the depot, and an instant later heard a terrific crash. I knew in an instant that there was a wreck, and started on a run for the depot. I was one of the first trainmen there. The sight was a fearful one—one that cannot be described. The passengers on the platform were seemingly paralyzed by the awful spectacle. The engines of the second section had plowed its way into the switch, engine killing eighteen people and injuring thirty-five others."

Here and there an arm or leg protruded that under the mass of twisted iron and broken timbers was the body of a victim. There was no screaming; no agonized shrieks, only an occasional groan to indicate that a spark of life still remained in some of the unfortunate excursionists who were imprisoned in the wreck. We went to work instantly to remove the dead and wounded. I do not believe there was a minute's delay. Some of the killed were in plain sight and easily removed. Others we had to dig from under the mass of debris. Holes were chopped into the sides of the cars, and a number of persons rescued in that way. I helped to get eight women out, whom we expected to find dead, but none of whom were seriously injured. All of them were pained in, but the seats seemed to have protected them. The women were remarkably calm and self-possessed. There was no shrieking and no wild screaming from them. They waited to be rescued and acted as cool as if being imprisoned in a wreck was an every day occurrence with them. One stout, fleshy German woman handed out her handbag, and then sturdily refused to be rescued until we had taken her valise out through the window. The women were a thousand times more self-possessed than the men.

"As fast as the dead were taken out they were sent to undertaking establishments and the wounded were removed to hotels. I saw twelve dead bodies carried away. Most of the victims were women, as the men were nearly all out of the cars at the time. One very fortunate thing in connection with the accident was that none of the steam pipes in the engine broke and nothing was set on fire. Had either happened the number of dead must certainly have been doubled. It is improbable that anything of that character would be duplicated in a hundred similar wrecks."

"Not having seen the first section until after the depot, I can't say how fast it was running, but I have talked with several yard men who saw the train after it left the junction, and they all agree that the speed could not have been more than six or seven miles an hour. As the train was heavily

loaded the momentum was great, and as the brakes in the first section were seen way at least to be in danger of losing the force of the collision. It was like crashing into a house."

#### Notes From the Wreck.

A strange coincidence? Friday, October 10, 1879, the west-bound Pacific express crashed into a switch engine, killing eighteen persons and injuring thirty-five. Today, Friday, October 13, a passenger crashed into and telescoped an excursion train, killing twelve persons, fatally injuring five and injuring fifteen. Both these accidents occurred within 100 yards of each other.

Until noon East Main street in the vicinity of the railway station and the side streets were filled with carriages and ambulances, undertakers' wagons and physicians' vehicles, while doctors ran to and fro about the scene with instrument cases, and priests and ministers of the gospel minister to the suffering and the dying.

Fully 10,000 excited persons gathered around the shattered cars, horror being depicted on every face, and from the eyes of hundreds tears coursed down their cheeks as they saw the dead and mangled bodies taken from the wreck.

Pitiful scenes were witnessed at the hospital and Fathers Maloney and Eusey were seen to weep as they tenderly cared for the injured and listened to their cries for father, mother and loved ones.

The police had to open off the space about the station, and the crowd of officers was not great enough to keep off the relic hunters who crowded about like so many birds of prey.

A group of Salvation Army girls stood on a pile of debris and preached and sang from the awful text before them of the words of the Lord: "The dead are called to come. Their words fell upon deaf ears."

President Ledyard and Attorney Henry Russell of Detroit went to Jackson as soon as they heard of the wreck and will see that there is a full and complete investigation.

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"Lord, have mercy on my poor soul," cried one poor fellow whose life was fast ebbing away.

"Lord, Jesus, care for Tommy," expostulated a young woman with a babe at her breast.

#### CHARGED WITH CRIMINAL ASSAULT.

SAGINAW, Mich., Oct. 13.—Joseph Murzewski, aged 19, is locked up, charged with criminal assault upon 9-year-old Mary Filipiak. She says she was going to pasture with the cows in the evening when Murzewski caught up to her, threw her in a ditch, and accomplished a criminal assault. She then escaped, but was overtaken, but someone coming, he desisted. He threatened, she says, to kill her if she told, but the party who saw the last affair informed her father, and he has since taken the offender locked up this afternoon, bail, which he could not furnish, being placed at \$1,000.

#### Will Meet in Grand Rapids.

JACKSON, Mich., Oct. 12.—The order of the Eastern Star has decided to meet next year at Grand Rapids. Officers were elected as follows last evening: Worthy grand matron, Mrs. L. A. Turk; Almon, worthy grand patron, A. S. Wright; Joseph, associate grand matron, Charles A. Conover, Coldwater; grand secretary, Mrs. A. A. Matteson, Middleville; grand treasurer, Mrs. Susan K. Winans, Lansing; grand conductress, Mrs. Balmer, Mt. Pleasant; grand associate conductress, Mrs. Ida Joslin, Northville.

#### Michigan Postal Matters.

The postoffice name at Hunt, Lenawee county, has been changed to South Branch, and Silas Doane commissioned postmaster. Postmasters commissioned: Ernest Lyon, Brutus; George A. McKinnon, Benton; Wallace L. Lyons, Dover; James Bradden, Joppy; Daniel Patterson, Kenosha; Paul W. Grierson, Calumet; Clark D. Smith, Cornua. The postoffice site at Godfrey, Alpena county, has been changed to the quarters of a mile west and James D. Stuber commissioned postmaster.

#### Report of Oil Inspector.

LANSING, Mich., Oct. 12.—State Oil Inspector McMillan has filed his report for the quarter ending September 30, with the board of state auditors. It shows that the total receipts of his office for the quarter were \$7,290.84, and the disbursements for salaries and expenses \$5,097.72, leaving a balance of \$2,193.12, which he carried into the state treasury this afternoon.

#### Michigan Pensions.

Original—Henry D. Arnold, Jones; John Kemmerling, Monroe; John Hecker, Berne; Penn; William C. Johnson, Milledgeville; George A. McKinnon, Stanwood; Bradley Randall, Pine Grove Mills. Original widows, etc.: Mrs. Emma C. Walters, Eaton Rapids. Mexican war survivors (increase)—Joseph Foreman, Cassopolis.

#### Evening News Won Its Suit.

DETROIT, Mich., Oct. 12.—The Michigan supreme court today reversed the judgment in Randall vs. Evening News association, wherein Randall got a \$10,000 verdict against the newspaper for charging corruption as a legislator in the interests of the plaintiff's real estate ventures in Detroit.

#### Farm Buildings Burned.

JACKSONVILLE, Mich., Oct. 12.—The farm buildings of William Cass in Secoto township were burned early this morning and the family barely escaped from the house, saving only a little wearing apparel. Defective chimneys was the cause. Loss, \$10,000; insurance, \$5,000.

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"Lord, Jesus, care for Tommy," expostulated a young woman with a babe at her breast.

#### CHARGED WITH CRIMINAL ASSAULT.

SAGINAW, Mich., Oct. 13.—Joseph Murzewski, aged 19, is locked up, charged with criminal assault upon 9-year-old Mary Filipiak. She says she was going to pasture with the cows in the evening when Murzewski caught up to her, threw her in a ditch, and accomplished a criminal assault. She then escaped, but was overtaken, but someone coming, he desisted. He threatened, she says, to kill her if she told, but the party who saw the last affair informed her father, and he has since taken the offender locked up this afternoon, bail, which he could not furnish, being placed at \$1,000.

#### Will Meet in Grand Rapids.

JACKSON, Mich., Oct. 12.—The order of the Eastern Star has decided to meet next year at Grand Rapids. Officers were elected as follows last evening: Worthy grand matron, Mrs. L. A. Turk; Almon, worthy grand patron, A. S. Wright; Joseph, associate grand matron, Charles A. Conover, Coldwater; grand secretary, Mrs. A. A. Matteson, Middleville; grand treasurer, Mrs. Susan K. Winans, Lansing; grand conductress, Mrs. Balmer, Mt. Pleasant; grand associate conductress, Mrs. Ida Joslin, Northville.